

SECRET

50X1-HUM

DANISH SHIPPING (1940-1944)

4 June 1940: Danish shipping is to be used extensively for the transport of coal and coke. It is intended that three-fourths of the provisional allocation (300,000 tons) are to be transported from Germany in Danish bottoms and one-quarter (100,000 tons) in German bottoms.

15 August 1940: Seagoing and ferry traffic to and from Germany and between the Danish islands are frequently disrupted by nocturnal mine-sowing raids by enemy aircraft. For this reason, the ferry traffic between Warnemünde and Gjedser amounted to only half of that planned for the second half of July.

A considerably portion of the German supply shipments for the troops in Norway has taken place since early July through Sweden by way of Sassnitz-Trelleborg. However, this ferry connection is heavily trafficked. At present, negotiations are under way to ease the load by the furnishing of about 30 railroad cars per day for the route Warnemünde Gjedser-Capennagen-Helsingör-Hälsingborg. The ferry connection between Copenhagen and Malmö is unsuited for this traffic.

15 October 1940: During August and September, ferry traffic between the mainland and the Danish islands was practically undisturbed. Since early September, the shipment of supplies to Norway no longer takes place by way of Frederikshavn. Furlough traffic takes place by way of the ferry connection Sassnitz-Trelleborg via the Swedish railroads to Oslo. Steamers carry freight from Aalborg to Frederikstad-Oslo. As frequently there is insufficient cargo space at Aalborg, part of this is shipped by rail (at present, 5 trains of 30 cars) by way of Helsingör-Hälsingborg-Oslo.

15 November 1940: While most Danish ships are engaged in the transport of goods from German ports, some are engaged in the transport of coal to the USSR and others in iron-ore transport from Sweden.

-1-

SECRET

SECRET

Most of the laid-up Danish tonnage consists of motorships (about 100,000 tons of cargo capacity), which had to be withdrawn from traffic because of the fuel shortage.

15 December 1940: The ferry traffic between the mainland and the Danish islands in November took place almost without incident.

The railroad-car-loading-shipment of supplies to southern Norway and Narvik took place via the Helsingör-Hälsingborg and Sassnitz-Trolleborg ferry connections to the Swedish railroads. The Copenhagen-Malmö ferry route is currently used exclusively for general freight traffic.

15 January 1941: Ferry traffic during December was without incident.

Danish ships have recently been placed in the coal shipping service from Rotterdam to Denmark.

There is fear that the Danish tonnage in US ports, about 200,000 BRT, will be seized.

15 February 1941: The severe cold has hampered shipping. Danish coastal shipping, except for that on the west coast, has for the most part come to a standstill.

15 March 1941: The severe cold has hampered the operation of the Danish ferries, but in no instances has forced a complete cessation of that activity. Danish icebreakers kept the Store Bælt open. Ice conditions and fog have caused the Waremünde-Gjedser ferry trip to take 12-14 hours.

The Nyborg-Korsør ferry takes twice the normal length of time for the same reasons. On the other hand, the Helsingör-Hälsingborg run is hardly affected.

Coastal shipping in February was at a standstill, as all ports -- particularly the smaller ones--were iced up.

23 February 1943: Danish shipping activity in January, in order of volume of tonnage, was as follows:

-2-

SECRET

50X1-HUM

SECRET

1. Coal transport from Germany to Denmark
2. Fertilizer transport from Norway to Denmark
3. German coastal coal transport

14,000 tons of cement in 10 trips were sent in Danish bottoms to the Organisation Todt for Aalborg, Frederikshavn, and Esbjerg.

5 March 1943: Danish shipping activity in February, in order of volume of tonnage, was as follows:

1. Coal transport from Germany to Denmark
2. Fertilizer transport from Norway to Denmark
3. German coastal coal transport
4. Inter-Danish shipping

27 March 1943: Danish shipping activity in March, in order of volume of tonnage, was as follows:

1. Coal transport from Germany to Denmark
2. Inter-Danish shipping
3. Fertilizer transport
4. German coastal coal transport

35,000 tons of cement and 16,000 tons of gravel were shipped to the Organisation Todt, 1,000 tons of the cement and 4,000 tons of the gravel in Danish bottoms, the rest in German bottoms.

50X1-HUM

3 April 1943: Danish shipping activity, in order of volume of tonnage, was as follows:

1. Coal transport from Germany to Denmark
2. Inter-Danish traffic
3. Fertilizer transport
4. German coastal coal transport

35,000 tons of cement and 16,000 tons of gravel were shipped to the Organisation Todt for fortifications construction.

-3-

SECRET

SECRET

Danish bottoms carried 1,000 tons of the cement and 4,000 tons of the gravel, the rest of the cement and gravel being transported in German bottoms. This eased the burden of the railroads considerably.

4 May 1943: The ferry traffic in April was normal.

During the period 1 January-30 April 1943, 61,000 tons of cement and 51,000 tons of gravel were shipped to the Organisation Todt, 6,000 tons of the gravel and 12,000 of the cement in Danish bottoms.

21 June 1943: Ferry traffic in May was normal. Two ferries, as before, are operating on the warnemunde-Gjedser run, but as of 17 May, 6 trips per day in each direction, instead of the former 3-4, are made.

Traffic on the Nyborg-Korsør route was normal Danish shipping activity in order of volume of tonnage, was as follows:

1. Iron-ore shipments from Sweden to Germany
2. Coal transport to Denmark from Germany
3. Inter-Danish shipping
4. German coastal coal transport.

During the period 1-31 May 1943, 16,335 tons of cement and 27,189 tons of gravel were sent to the Organisation Todt, 2,950 tons of the cement and 2,142 tons of the gravel in Danish bottoms.

50X1-HUM

21 July 1943: Danish shipping activity, in order of volume of tonnage, was as follows:

1. Iron-ore shipments from Sweden to Germany
2. Coal transport from Germany to Denmark
3. Wood transport to Denmark
4. Inter-Danish shipping
5. German coastal coal transport

20 August 1943: Danish shipping activity in July, in order of volume of tonnage, was as follows:

-4-

SECRET

SECRET

1. Iron-ore shipments from Sweden to Germany
2. Coal transport to Denmark
3. Inter-Danish shipping
4. German coastal coal transport.

During the period 1-31 July 1943, 11,073 tons of cement and 19,440 tons of gravel were shipped to the Organisation Todt, all in German bottoms, except for the 5,000 tons of cement transported in Danish bottoms.

21 September 1943: Ferry traffic was normal.

Danish shipping activity in August, in order of volume of tonnage, was as follows:

1. Iron-ore transport from Sweden to Germany
2. Coal transport to Denmark
3. Inter-Danish shipping
4. Wood transport to Denmark.

During the period 1-31 August 1943, 4,440 tons of cement and 18,155 tons of gravel were shipped to the Organisation Todt, 2,700 tons of the cement in Danish bottoms and the rest in German bottoms, and 16,285 tons of gravel in German bottoms and the rest in Danish bottoms.

50X1-HUM

3 May 1944: Danish shipping activity in March, in order of volume of tonnage, was as follows:

1. Coal transport to Denmark
2. Other German coastal traffic
3. Transport from Germany to third countries
4. Inter-Danish shipping
5. Fertilizer transport

During the period 1-31 March, 22,583 tons of cement and 26,791 tons of gravel were shipped to the Organisation Todt in German bottoms.

-5-

SECRET

SECRET

15 May 1944: Danish shipping activity in April, in order of volume of tonnage, was as follows:

1. Coal transport to Denmark
2. Other German coastal traffic
3. Transport from Germany to third countries in Danish bottoms
4. Inter-Danish transport
5. Fertilizers
6. German coastal coal transport.

During the period 1-30 April 1944, 38,000 tons of cement and 40,152 tons of gravel were shipped to the Organisation Todt, 31,080 tons of the cement in German bottoms and 6,920 tons of the cement in Danish bottoms, and 27,327 tons of the gravel in German bottoms and 12,825 tons in Danish bottoms.

According to the 1944 ship list published by the Danish Ministry of Shipping, the Danish merchant fleet as of the end of 1943 comprised 2,010 ships of about 947,000 BRT. An article in Svenska Dagbladet (Stockholm) states that since the beginning of the war Denmark has lost 205 ships of 553,875 tons deadweight.

15 August 1944: Civil traffic on the Warnemünde-Gjedser ferry is still on a quota basis. Passenger traffic was normal.

The following number of railroad cars and tonnages were ferried in July 1944 to Denmark:

Padborg:	7,376 cars	=	173,471 tons
Tondern:	2,868 cars	=	49,470 tons
Warnemünde:	799 cars	=	8,946 tons

Danish shipping activity during July, in order of volume of tonnages, was as follows:

1. Coal transport to Denmark
2. Ore transport to Germany
3. Wood transport to Denmark
4. Transport from Germany to third countries
5. Inter-Danish transport.

-6-
SECRET

SECRET

During the period 1-31 July 1944, 15,711 tons of gravel and 16,965 tons of cement were shipped in German bottoms and 2,535 tons of cement in Danish bottoms to the Organisation Todt.

15 September 1944: Danish shipping activity in August, in order of volume of tonnage, was as follows:

1. Coal transport to Denmark
2. Ore transport to Germany
3. Wood transport to Denmark
4. Transport from Germany to third countries.
5. Fertilizer and grain transport
6. Inter-Danish transport

During the period 1-31 August 1944, 9,150 tons of gravel, and 15,830 tons of cement in German bottoms and only 1,500 tons of cement in Danish bottoms were shipped to the Organisation Todt.

Danish shipping, besides supplying its own country (which directly or indirectly helps Germany), during 1943 also transported the following for Germany:

Ore from Sweden to Germany	1,002,135 tons
Coastal coal shipments (North Sea-loading ports)	119,490 "
Coastal coal shipments (Baltic Sea-loading ports)	157,480 "
Potash	44,878 "
Gravel, etc.	19,800 "
Grain	108,975 "
Sugar	17,700 "
Supplies to Norway	20,350 "
Coal to Norway	121,400 "
Diatomaceous earth	1,090 "
Cement within Denmark	21,000 "
Coal to Baltic countries	8,540 "
Supplies to Baltic countries	9,975 "
Pyrites (German coast)	3,490 "

Civil traffic over the Warnemünde-Gjedser ferry is still on a quota basis. The following number of railroad cars and tonnages were ferried in August 1944 to Denmark:

Padborg:	6,815 cars	=	160,214 tons
Tondern:	2,926 cars	=	38,803 tons
Warnemünde:	697 cars	=	7,498 tons

-7-

SECRET

SECRET

50X1-HUM

15 October 1944:

The following number of railroad cars and tonnages were ferried in September 1944 to Denmark:

Padborg:	6,890 cars	=	158,170 tons
Tondern:	2,862 cars	=	35,714 tons
Warnemünde:	882 cars	=	9,112 tons

Danish shipping activity, in order of volume of tonnage, in September 1944 was as follows:

1. Coal transport to Denmark
2. Ore transport to Germany
3. Wood transport to Denmark
4. Inter-Danish shipping
5. Transport from Germany to third countries.

During September, 4,860 tons of cement and 3,552 tons of gravel were shipped to the Organisation Todt in German bottoms.

-8-

SECRET